

REF  
352.3  
Sa523a  
1868-69

SAN FRANCISCO HISTORY CENTER

Gift  
5/1/54



GOVERNMENT INFORMATION CENTER

SAN FRANCISCO PUBLIC LIBRARY

SAN FRANCISCO HISTORY CENTER

SAN FRANCISCO  
PUBLIC LIBRARY

REFERENCE  
BOOK

Not to be taken from the Library


STACKS

SAN FRANCISCO PUBLIC LIBRARY



3 1223 90187 2268

DOCUMENTS DEPARTMENT



Digitized by the Internet Archive  
in 2012 with funding from  
California State Library Califa/LSTA Grant





# REPORT

OF THE

BOARD OF FIRE COMMISSIONERS

AND

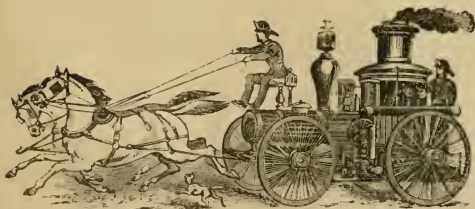
CHIEF ENGINEER

OF THE

San Francisco Paid Fire Department.

FOR THE

YEAR ENDING JUNE 30TH, 1869.



SAN FRANCISCO :

PRINTED BY THE "COSMOPOLITAN PRINTING COMPANY," 505 CLAY STREET.

1869.

REF

352.3, Sa523a, 1868-69

San Francisco (Calif.).

Fire Dept.

Report of the Board of  
Fire Commissioners and

691658



S.F. PUBLIC LIBRARY



## Board of Fire Commissioners.

---

ERASTUS N. TORREY,  
JOHN C. MERRILL,  
BENJAMIN H. FREEMAN,  
JAMES H. REYNOLDS,  
SAMUEL RAINEY, JR.

E. N. TORREY,  
*President.*

WILLIAM MARTIN,  
*Clerk.*

---

## Officers of the Fire Department.

---

Chief Engineer.....	F. E. R. WHITNEY
First Assistant Engineer.....	H. W. BURCKES
Second Assistant Engineer.....	CHAS. H. ACKERSON
Superintendent of Steamers.....	D. HAYES
Assistant Superintendent of Steamers.....	WILLIAM FREE
Corporation Yard Keeper.....	THOMAS SAWYER
Corporation Drayman.....	JOHN McCARTHY
Hydrantman.....	WILLIAM FINLEY

---



# REPORT

OF THE

## BOARD OF FIRE COMMISSIONERS.

---

FIRE COMMISSIONER'S OFFICE,  
San Francisco, August 1, 1869. }

*To the Honorable the Board of Supervisors*

*Of the City and County of San Francisco.*

GENTLEMEN—In compliance with a Resolution adopted by your Honorable Body, the Board of Fire Commissioners submit the following Report, showing the operation and condition of the Fire Department of the City and County of San Francisco for the Fiscal Year ending June 30, 1869.

At an election held on the third (3d) day of November, 1868, Samuel Rainey, Jr., was elected Fire Commissioner, and at a meeting of this Board held on the seventh (7th) day of December, 1868, Mr. Rainey took his seat as a member, *vice* John V. McElwee, Esq., term expired. The Board at present consists of Erastus N. Torrey, John C. Merrill, Benjamin H. Freeman, James H. Reynolds, and Samuel Rainey, Jr.

Since the date of our last Report, your Honorable Body, by the passage of Order No. 874, approved May 18, 1869, increased the number of Steam Fire Engine Companies to eight (8), and by the same Order abolished Hose Company No. 3, and in accordance with said Order we directed the Chief Engineer to transfer to Engine Company No. 8 all the property and equipments of said Hose Company.

Engine Company No. 8 was organized and commenced service on the 1st day of June, 1869, and is in active operation since that time.

This Department at present consists of eight (8) Steam Fire Engines, twelve (12) Horse Hose Reels, two (2) Hook and Ladder Trucks, and forty-eight (4) Horses, with the necessary equipments.

The number of Members to which the Department is now entitled is one hundred and sixty-three (163), exclusive of the Board of Engineers and Clerk of the Board of Fire Commissioners, and are distributed as follows: eight (8) Enginemen, eight (8) Firemen, fourteen (14) Drivers, four (4) stewards, two (2) Tillermen, and one (1) Corporation Yard Keeper, who are permanently employed, and one hundred and twenty-four (124) members (extramens), who do fire duty only when alarmed for that purpose. These, together with four (4) men employed by your Honorable Body in the Corporation Yard, viz: one (1) Superintendent of Steamers, one (1) Assistant Superintendent, one (1) Hydrantman, and one (1) Drayman constitute the entire force of the Fire Department.

For the details of the workings and operations of the Department during the fiscal year, we refer you to the annexed Report of the Chief Engineer.

Respectfully submitted.

ERASTUS N. TORREY,  
JOHN C. MERRILL,  
BENJAMIN H. FREEMAN,  
JAMES H. REYNOLDS,  
SAMUEL RAINEY, JR.,  
Board of Fire Commissioners.





REPORT OF THE CHIEF ENGINEER  
OF THE  
SAN FRANCISCO FIRE DEPARTMENT.

---

*To the Honorable Board of Fire Commissioners:*

GENTLEMEN—In accordance with custom and the performance of my duty, I have the honor to hereby submit the following Report of the condition, operations and working of the San Francisco Steam Fire Department for the Fiscal Year ending June 30, 1869, together with its positive and probable necessities for the ensuing year; and in this connection I am happy to say that upon proper representation, your assistance and co-operation has always been promptly and cheerfully rendered, so far as in your power. In the following communication to your Honorable Body, on the 6th day of May, 1869, I presented such wants and necessities for the use of the Department and the proper protection of our growing city as I thought were necessary. I here repeat them, as I consider them of vital importance.

SAN FRANCISCO, May 6, 1869.

*To the Honorable Board of Fire Commissioners:*

GENTLEMEN—As the Fiscal Year, is now drawing to a close, and the appropriations for the several Funds applicable to the maintenance of the Fire Department are not yet exhausted, in my judgment I think it proper at this time to call the attention of

your Honorable Body to the necessities and requirements of the Department; and if upon investigation you find that my representations are correct, I respectfully urge your Honorable Body to immediate action in the premises. The following are the material and supplies above alluded to: Eight thousand (8,000) feet of single-riveted Hose, as that now in use has been in service upward of three (3) years, and cannot be relied on for efficient service with our steamers, and by a reference to my report of last year, it will be seen that a portion of that has been condemned. The three (3) four (4) wheeled Hose Carriages now in use by Engine Company No. Six (6), and Hose Companies No. Four (4) and Five (5), are almost constantly out of repair, and consequently a continued unnecessary cause of expense. The whole weight of the hose is thrown upon the hind axle and wheels, so that in turning a corner, or out of a railroad track, the concentration of the weight causes the disarrangement of the hind running gear, and has in some instances entirely destroyed the wheels. I would recommend that three (3) two (2) wheeled Hose Carts be built to take the places of those above mentioned, the new carts, with slight alterations, to be of the "Holmes" pattern, which is now used for supplying shipping with water, and owned by Captain Nelson. I believe they can be built to answer Fire Department purposes, and for about one-half the price paid for the last new two (2) wheeled Hose Carts, and equally as serviceable and durable.

The demands for Hydrants through the Board of Supervisors, and applications to this office are so numerous, owing to the rapid growth of the city, that I am induced to ask that one hundred and fifty (150) be immediately ordered, there being none now remaining on hand from the last supply ordered. This seems to me imperative, and demands your earnest attention. The hydrants have been ordered.

The Double Harness now in use by Engine Company No. 6 was purchased five (5) years since for and by Pennsylvania Fire Company No. 12, in the Volunteer Department, and has been in constant service up to the present time; it is now quite worn, and in fact, never was suitable for horses to lie down in and rest, they being bulky, and in many parts unlike any other now in use



by our Department. I therefore respectfully recommend that a new Double Harness be purchased, and that the old one be put in complete repair, and kept for use as "extra."

Two (2) "extra" Hose Cart Wheels are needed, to be used when those on the Carts are broken or out of repair, as is often the case. It is not necessary for me to detail the advantages to be derived from the possession of "extra wheels," as it is but the work of a few seconds to make the change, when necessary.

I also feel that it is my duty to recommend the purchase of a "Second Class Double Engine," from the Amoskeag Manufactory, and my reasons are as follows, viz: In contending with a large conflagration there is a liability of one or more Engines becoming disabled, which may occur at a time when their services are most required. Serious results may be apprehended in such a contingency if we shall not have sufficient Apparatus to take the place of that temporarily disabled. We had a narrow escape from the above causes—two (2) of our Engines being disabled—on the occasion of the fire at the Cosmopolitan Hotel. But if our city be spared the great calamity of an extensive conflagration, it occurs to me that an "extra" Steam Fire Engine is an excellent thing "to have in the house."

It may be said that the necessary appropriations for the purchase of the material mentioned in the above recommendations should not be made until the commencement of the next fiscal year, and I am aware that such has been the custom heretofore; but when I remind your Honorable Body how persistently you urged the purchase of a "Third Class Steamer" for the protection of a combustible neighborhood, where the pressure of water in the Hydrant is not of sufficient force to reach the second story of any building in the locality; yet, upwards of one year had elapsed before the Engine arrived in this city. Other delays have occurred in carrying out the recommendations of your Honorable Body, but not of so serious or hazardous a nature as the above; and, gentlemen, allow me to state that, should the material and supplies now asked for be delayed until the commencement of the next fiscal year, two (2) of the most dangerous months of the whole year will have passed away. And should a disastrous fire occur within the time mentioned, and the efficiency of

our Department be impaired or retarded in consequence of such delay, I desire that neither your Honorable Body or myself shall have any regrets. We having performed our respective duties in the premises, and the responsibility of the delay will be placed where it properly belongs.

In all of my Annual Reports to your Honorable Body since the organization of this Department, I have earnestly recommended that a "Repair Shop" be established at the Corporation Yard, that the necessary "tools" be purchased, and that a practical Machinist, Blacksmith, and Wheelwright be employed, who, together with the assistance of the "Enginemen," whose Apparatus may be undergoing repairs, would constitute an ample force for the necessary repairs of the Department; if this could be consummated, it seems to me that the complaints heretofore, and still existing on account of the exorbitant charges for repairs, will be at once removed and remedied. In connection with the above recommendation, and at the same time, I urged the removal of the wooden building used as a Stable, and that a two-story brick building be erected in its place. After a more thorough examination of the ground, and finding that the lot requires filling in to the proper grade, and that it would be necessary to have piles driven in order to obtain a proper foundation; and, that after this expense should have been incurred, we would still be without the necessary accommodations, and have a very small Yard. I am also convinced that the building known as the Corporation Yard, is not of sufficient dimensions to afford proper facilities for having the necessary work done there. Another objection is, that it is located at an extreme point, which is at least inconvenient. And further, the neighborhood is unhealthy; since the location of Engine Company No. One (1) in the building, one man has deceased, and it is believed his death was caused by disease contracted while sleeping in the building. Another man, a Driver, resigned his position on account of the exposure he was subject to in the House; and none of the members of the above named Company who have slept in the place have escaped without some kind of serious indisposition. In view of all the foregoing facts, and in consideration of the increasing growth of our city, and after mature deliberation, I have changed my opinion, and would

now recommend that the present Corporation Lot and Building be disposed of, and that the proceeds realized from the sale be appropriated to the purchase of a Lot of the same dimensions and adjoining one now owned by the city, and located on McAllister street,\* thereby securing a lot of sufficient size to meet the requirements of the Fire Department for many years, when the necessary buildings for a Workshop and Stable have been erected thereon. My reason for calling your immediate attention to this matter is, that I have just learned that an alteration and improvement of the present building for the above purpose is contemplated, to be commenced at once; and if the above suggestion meets with your approval, I hope you will take such action as will secure the best interests of the Department and the city.

Respectfully submitted,

F. E. R. WHITNEY,  
Chief Engineer.

---

The above Report, which is substantially a copy of that presented to your Honorable Body on the date mentioned, was promptly acted on, and your Honorable Body, by unanimous vote, recommended and earnestly urged the Board of Supervisors to carry out the requisitions therein contained. Although nearly four (4) months have elapsed, only one item of the supplies—Hydrants—(which, from some unknown cause to me, were immediately ordered) has up to this time been provided.

If, gentlemen, such delays are to continue, where is the responsibility in case a disastrous fire should occur, and to which we are constantly exposed,—I answer, if your demands on the Board of Supervisors are not made *public*, the Board of Fire Commissioners and Engineers will be held to account. I am thus sensitive in this matter, and desire that the responsibility and censure of the citizens shall be placed where it properly belongs. I know that no extravagant or unnecessary demands have been made by me to your Honorable Body; all have been made in good faith and with a strict regard for economy consistent with (in my judg-

\* The location formerly recommended being recently improved by the erection of a House for this Department, to be occupied by Hose Company No. Five (5).

ment) a proper protection to the property of our citizens. And I submit that no man, or body of men, can be so well prepared to judge correctly or understandingly of the requirements and necessities of our Department as are *those* who are constantly in communication with the officers and men of the Department, and whose DUTY it is to ascertain the precise condition of our apparatus and material and all the workings of the same; but, gentlemen, I must, in the performance of what I consider a duty, before leaving this subject, express my opinion that the citizens at large but *certainly* those who have investigated the subject of Fire Department matters, no longer consider it a debatable question, but agree with the Board of Engineers that the entire control of the Fire Department should be placed in the hands of the Board of Fire Commissioners, where the original advocates and friends of the bill creating a "Paid Fire Department" intended it should be, thus avoiding unnecessary controversy and conflict with any other branch of our Municipal Government. Unless this is accomplished by the *proper* and *legal* power, I again reiterate my former assertion, that the Department will lose its present efficiency, and our citizens the protection to which they are entitled.

Your Honorable Body deserves, and I believe have, the grateful thanks and appreciation of all good citizens for your efforts to thwart many attempts at *exorbitant charges* for labor, material and supplies for the Department, while not one charge of extravagance or unnecessary expense on the part of your Hon. Body can truthfully be made since you assumed your respective duties as Commissioners; yet it cannot be denied, and the public should know it, that an unnecessary outlay of money for material and supplies for the Department has been expended during the past year, and of which neither your Honorable Body or myself have any knowledge other than that afforded by the books of the City and County Auditor. The following items comprise in part the uncertified demands against this Department above referred to. The Hook and Ladder Truck known as the "Hays Truck," three (3) horses, two (2) of which *are*, and *were*, I am informed, unsound at the time they were purchased, and are entirely unfit for the services required of them; but with all these discouraging drawbacks, I shall continue, with your assistance and confidence

during your administration of the affairs of the Department, to keep it to the standard it has attained in the minds of our citizens,—the “pride of our city,” and the admiration of the State.

The officers and members of the Department, without exception, deserve the thanks of the community for their energy and activity in the discharge of their several duties, and the interest manifested by them in the success of the Department, being ever ready and willing to perform their whole duty; and I believe that an impartial enforcement of the law and discipline as heretofore administered will continue to produce the same satisfactory results that have been attained in the past history of the Department.

#### FORCE AND CONDITION OF THE DEPARTMENT.

There has been no material change in force or condition of the Department during the past fiscal year. Hose Company No. Three (3) has been abolished, and Engine Company No. Eight (8) instituted in its place; this change has added to the force of our Department three (3) members, one (1) Engineman, and two (2) Extramen, making a total of one hundred and sixty-six (166) officers and men; eight (8) Amoskeag Steam Fire Engines and Hose Tenders; two (2) Hook and Ladder Trucks; two (2) wheeled Hose Carts and two (2) four (4) wheeled Hose Carts. The three (3) two (2) wheeled Hose Carts and “extra Wheels,” long since asked for, but not (according to my information) yet ordered, were urged and recommended on the score of economy, and were intended to take the place of the four (4) wheeled Carts now in use. By referring to the bills for repairs, it will be seen that they are constantly out of repair, and have cost more during the past year than the price of two (2) new Hose Carts of the pattern formerly recommended. The same remarks apply with reference to the extra Wheels, recommended. And under this head, I renew the application made in my report of May last, viz., that a Second Class Double Steam Fire Engine be purchased, and *now* recommend that it be a self-propelling Steam Fire Engine; the cost is about the same as those now in use in our Department, and at most, will not exceed three hundred and fifty (\$350) additional. A Propeller can be drawn by horses, if de-

sired at any time, should any accident occur; but there is no more liability of accident to the propelling power than to any other portion of the Machine, as it is a very plain arrangement, and consists of a stout chain, worked in slotted grooves, to which the links are fitted upon the main shaft and the hub of one of the hind wheels, smaller chains being attached to the brake, and connecting with the forward axle. While on my late visit to the Eastern States (and to your Honorable Body I would here return my grateful thanks for the permission granting me a furlough of sixty (60) days), I visited the principal cities that have "Paid" Fire Departments, and, unobserved by those in authority or the chief officers, I sought and obtained information of their working. My object was to ascertain if there were any improvements which would benefit the Department of which you are the head, and which we are desirous of keeping up to the highest standard of efficiency. Notwithstanding I found the various Departments visited well disciplined and efficient, I saw nothing that would advance the prompt effectiveness of our own Department. Through the politeness of Chief Engineer DAMRELL, of the Boston Fire Department, whom I found to be a faithful and worthy officer, I was invited to visit the "Amoskeag Works," Manchester, New Hampshire. While there I met with the Chief Engineers of several cities, who were present to see the working of the Self-Propelling Engine. It was brought out, fired up, and steam raised in about six (6) minutes, the Driver occupying a seat as on our Steamers, handled the iron brake in front of him and guided the Machine. Mr. Bean, a member of the firm, let on the steam, and off they started from the "Works" up the ascent on cobble stone and planked, uneven roads, to the main street; turning around and descending at a rapid rate, was stopped instantly on the *descent*, and started up or down with greater ease, and certainly in much quicker time, than could be done by horse power. The amount of steam was about the same as that ordinarily used while working at fires. There seems to be no more signs of fright by the horses on the street while it is passing than is usually shown by them when seeing steamers drawn by horses. It can be easily run, if necessary, from ten (10) to sixteen (16) miles an hour. All the gentlemen present pronounced



it a success; and, if it is a success, it should be at once adopted. If it fails to answer the purpose intended, the propelling power or gearing can be displaced without loss of time, and you have an Engine just as serviceable as before the propelling attachment was made. On the score of economy, the matter deserves especial consideration. *No Horses, Harness, Driver*, horseshoeing, feed, or veterinary services are required. The following amounts would be saved annually for one (1) Engine Company, two (2) Horses, \$552; for eight (8) Engine Companies, two (2) Horses each, \$4,416. This is a large percentage of our running expenses, and is worthy of a careful investigation.

If, after due deliberation, you find the foregoing statements correct, I recommend that this Engine be placed in the House of Engine Company No. Seven (7), at the Mission, where she can be practically tested; and as I am anxious that the San Francisco Fire Department should be foremost, if possible, in everything that will be advantageous to it, both in economy and usefulness, to that end I ask your attention to another suggestion in connection with our Steamers, viz., that the invention just patented and known as the "Spark Arrester" and "Smoke Consumer," be attached to each of our Steamers' smoke stacks. I have been informed by the inventor that the charge for such alterations will be very reasonable. Many of our citizens have witnessed, and some have been subjected to annoyance and danger, by our Steamers going to and working at fires, the sparks setting fire to every combustible matter in reach, awnings, clothing, etc., and the smoke permeating every store and dwelling in the vicinity of a fire, and sometimes causing the business houses of our citizens to be closed; it is certainly a great nuisance, and should be abated. If this meets with the approval of your Honorable Body, and is adopted, it will, with the preceding recommendations, place our Department in as perfect a condition as is possible at this time.

#### HOSE.

In my Report to your Hon. Body on May 6th, I recommended the purchase of eight thousand (8,000) feet of single riveted Hose, and up to the present writing have only received fifteen hundred

(1,500) feet. If any doubts exist as to the necessity for this demand and quantity asked for, I respectfully refer your Honorable Body to the Report of the Corporation Yard Keeper (annexed), in which the condition of the hose is truthfully stated; and as good and reliable hose is one of the most important auxiliaries to the successful operation and working of our Department, I earnestly repeat my former recommendation for the purchase of hose. In my judgment if we had a suitable Corporation Yard in which to keep hose, "*that*" we have on hand would last much longer—yes, so much longer that in ten (10) years we would save from "*dry-rot*" hose sufficient to pay for a suitable lot in a locality where this damage could not exist. In another portion of this Report I have called your attention to the affect of this locality (Corporation Building) both upon men and material, and believe that our Department should not be thus trifled with and retarded in its usefulness.

#### HORSES.

The number of Horses now belonging to the Department is thirty-four (34), of which number thirty-two (32) are required and used in conveying the apparatus to fires, one (1) is used in the Department dray, and one (1) is intended to be a spare horse, and to be used when any are sick or disabled. Forty-eight (48) horses have been purchased since the organization of the Department, of which number five (5) have been purchased during the past year, two (2) exchanged to Almshouse, six (6) have been sold, and five (5) have died; two (2) of the last three (3) horses purchased have, from the first day of service, shown lameness and tenderness in their fore-shoulders, and are liable to fall in descending Pacific street, on which they are located, in service of Engine Company No. Eight (8). The consequences of such a calamity can be imagined, and should, if possible, be averted by substituting *sound* and *heavier* horses for such difficult service. It is true there are other horses in the service of the Department whose positive unfitness for the work could with propriety be complained of; but none so much as those above mentioned, whose work is almost entirely subject to up-hill draught.



I would suggest that all Horses now in the Department be inspected by the Veterinary Surgeon, and that the unsound be disposed of and replaced by healthy, sound Horses, and that hereafter all Horses to be purchased for the Department be first passed upon by the Veterinary Surgeon before being accepted.

I would also ask that one (1) extra Horse be set apart for the use of the Chief Engineer and Fire Wardens, which will enable them to discharge the duties pertaining to their office more promptly than on foot; and in support of this last recommendation, I would remind your Honorable Body that our city is fast extending its boundaries, and for the proper protection of property it is necessary to follow up the improvements with Hydrants, Cisterns, and other appliances for protection against fire; besides, the duties of the Fire Wardens are constantly increasing and extending in area.

## HYDRANTS.

At the close of the last fiscal year there had been set in various localities throughout the city five hundred and fifty-three (553) Hydrants. In my May report to your Honorable Body I asked for two hundred (200) Hydrants, and I believe that the demands for the current year will quite exhaust the supply asked for, and although I asked for other necessary appropriations of material at the same time, the Hydrants *only* have thus far been ordered, and for this much I am thankful. Before this Report has been acted on by your Honorable Body, the greater part of said Hydrants will have been set in the most desirable and serviceable localities, and which will make a total of seven hundred and fifty-three (753) Hydrants in use, thus giving protection to all, except in a few isolated parts of the city.

## CISTERNs.

Believing that too much attention and care cannot be taken in extending, preserving and protecting our sources of water supplies, and to avoid casualties that are liable to occur at any time, in the bursting or repairing of water pipes, it is proper and right that we should prepare for and be ready against any emergency, and for this reason I shall at this time recommend that Cisterns

of the same capacity as those just completed, viz., one hundred thousand (100,000) gallons, be built at the following places, viz: Webster and California streets, Grove and Van Ness Avenue, Park and Mission streets, Park and Columbia streets, Leavenworth and Sacramento streets, and Harrison and Second streets, and that the Cistern at the junction of Battery and Bush streets be arched, it being located in the crossing, and the top being of wood, there is a reasonable and probable liability of accident or breaking in, from the almost constantly passing heavily loaded teams; should such accident occur, the city will probably be responsible for the damage.

Nearly two (2) years since a contract was entered into by Mr. Mulrain with the city to repair all the *leaky* Cisterns; it has been lately ascertained that no specified time was mentioned in the contract when said repairs should be completed, and up to this time a large portion of the said Cisterns remain in the same leaky condition. I trust that some measures may be taken to compel the fulfilment of the contract, or cause it to be cancelled, and the Cisterns yet unfinished to be completed.

#### FIRE ALARM TELEGRAPH.

I have two suggestions to make with reference to the "Fire Alarm Telegraph." The first is, that when new boxes are to be erected that they shall be of the automatical pattern. With this style of box, no mistake or error can occur. When the box is unlocked and the hook is pulled, the proper alarm is always indicated, thus saving annoyances to which we have been and are subject with the present style of boxes. The other suggestion is the same communicated to your Honorable Body in my Report in June 30th, 1867, page fifteen (15). And my reason for again presenting it to your notice in this Report is, that on my late visit to the East, I conversed with a number of telegraph operators, among whom was Mr. Kennard, the "inventor," and all admit it to be an improvement. I now ask that it be carried into effect. I also recommend that all the Foremen be entitled to, and have erected in their respective dwellings, an "Alarm Gong," without expense to them.

## HOUSES.

Immediately on entering upon the duties of my office I personally inspected the various Engine Houses set apart for the use of the present Department. I found a portion of them on the thronged and busy thoroughfares, others were damp and badly ventilated, and none of them suitable for the uses of a Paid Steam Fire Department. I also found that from the sale of Engine Houses and Lots not needed for the present uses of the Department, a sufficient sum could be realized to purchase Lots, and erect new Houses, that would be better adapted to our use, for every Company in the Department. I therefore from that time to the present have urged the building of new Houses. There have been built since the organization of this Department three (3) new Houses, one (1) for Engine Company No. 1, on Pacific street, between Montgomery and Sansome; one (1) for Hose Company No. 2, on Main street, between Folsom and Harrison; and one (1) for Hose Company No. 5, on Market street, between Ninth and Tenth streets. These Houses are all that could be desired, and are an ornament to the city. Aside from these considerations, the conveniences afforded by the new Houses have had a good effect upon the members of the companies. Their pride has been enlisted; they are vying with each other in making comfortable and handsome decorations for the interior of their respective Houses, which is worthy of encouragement. And in furtherance of this laudable and much needed improvement, I would recommend the sale of the Houses and Lots at present occupied by Hose Company No. 1, and Engine Companies No. Four (4) and Six (6), and that suitable Lots be purchased and Houses erected thereon to conform in style and size to those recently built. Also, that the new House of Engine Company No. Six (6) should be located in the neighborhood of Brannan street, say between Fourth and Fifth streets, for the reason that large manufacturing establishments are erected in that vicinity, and, as I am informed, many others are expected to be erected in close proximity to that neighborhood within a short time, and as nearly all of them are built of combustible material, it is desirable and of the utmost importance that our Department should be *promptly* on hand to save them from de-

struction. As "cleanliness is a virtue," it should be encouraged, and I would therefore recommend that all the Houses of the Department be whitened, and the Stables whitewashed at least once a year.

#### CORPORATION YARD.

I have urged some reasons in favor of a change of location for a Corporation Yard, and for one of larger dimensions, which may be found in a preceding portion of this Report; but one important item was omitted, viz., my recommendation that a Repair Shop be established in connection with the building at the Corporation Yard. Every Chief Engineer's Report that reaches us from the principal cities of the United States bears evidence of the advantages gained in having the necessary repairs done at the Corporation Work-shop. And *our* experience proves conclusively, at least to my mind, that the economical and best interests of the public will be promoted by the establishment of a Repair Shop for the work of the Fire Department, as, if we continue the present system of expensive outlay for repairs (the history of the past proves that our funds are entirely exhausted before the close of the fiscal year), not one dollar will remain in the treasury to our credit at the end of the present year.

I would also recommend that a suitable Stable for extra and disabled Horses be erected on the Lot to be purchased for Corporation purposes, and that the Lot be of sufficient size not only for the accommodations of the present necessities of the Department, but of such ample dimensions as will meet the increasing demands of the city for many years in the future; and it should be selected in a neighborhood where property is not so valuable as to endanger its *immediate* purchase by our "City Fathers" on account of the magnitude of the necessary appropriation.

#### REVISION OF THE FIRE ORDINANCES.

On the subject of the Fire Ordinances I wish to be understood that as they now stand, and are construed by the Board of Supervisors, I agree with Fire Marshal Durkee that our efforts as Fire Wardens, to stay the infringements on the Law, are to no purpose or of any avail. It was generally understood, quite one

year ago, that certain members of the Board of Supervisors (who were builders) were preparing a revised ordinance which would meet the requirements, and be adapted to the wants of the different sections of the city. Flagrant and gross violations of the present law are of daily occurrence, and under the surrounding circumstances the Fire Wardens are powerless. I would therefore, in behalf of the Fire Wardens, respectfully ask of the Board of Supervisors a revision of the laws relating to fire ordinances, and allow the Fire Wardens to enforce them, otherwise relieve them from these duties.

## NEW ALARM BELL.

I again solicit your attention to the great necessity for an "Alarm Bell," to be placed in the "Southwestern District" of the city. I have, in my Report of last year, set forth many reasons in support of this recommendation. Engine Companies Nos. 6 and 7, and Hose Company No. 5, complain seriously of the insufficiency of the "Fire Alarm" in their neighborhood.

## FIREMEN'S RELIEF FUND.

This Fund, established by your Honorable Body for the relief of members of our Department who may be prostrated by sickness, or injured in the discharge of their hazardous duties as Firemen, is in a prosperous condition, and has been very useful during the past year in ministering to the wants of our sick members, and more especially those who have families dependent upon their labor for support. And I take this occasion, on behalf of the members of the Department, to express their grateful thanks and appreciation of the efforts of the Honorable Board of Fire Commissioners in behalf of this Fund; and also to the following named gentlemen who have contributed to the Fund during the past year, in behalf of the Department—I thank them, and give them the assurance that our efforts in the discharge of our duties will be stimulated by the consciousness of earning and retaining the confidence of their fellow-citizens, as shown by the liberality of their contributions to our Fund, and which, I hope, will be materially augmented during the present year. The fol-

lowing contributions have been made since the date of my last Report, and to June 30th, 1869:

E. A. Bancroft.....	\$100 00
Thomas O'Neill (Hose 4).....	10 00
Citizens' Subscription at ruins Railroad House.	30 00
H. A. Irving (Engine 3).....	10 00
John Appel.....	50 00
Board of Foremen .....	5 25
Hook and Ladder Co. No. 2.....	40 00
Peter Abrahamson .....	60 00
Luther Wilson (Hose 3).....	10 00
Total donations.....	\$315 25

#### MISCELLANEOUS AND INCIDENTAL.

I again renew my appeal, and recommend that your Honorable Body will use your influence and authority to the end that the members of the Department be supplied with proper and comfortable bedding, which is much needed, and for which I have asked in all my previous Reports. In addition, I would now ask that each member be provided with a "Fire Hat" and "Belt," thus placing our firemen on an equality in this respect with those of other cities.

#### LOSSES BY FIRE.

During the last Fiscal Year there have been two hundred and sixty-five (265) Fires, involving a loss amounting to three hundred and ninety thousand nine hundred and forty-five  $\frac{34}{100}$  (\$390,945  $\frac{34}{100}$ ) dollars, being a decrease in losses as compared with the previous year of nearly one-half, while the number of fires have *not* decreased in the same ratio. Incendiarism and attempts however have diminished nearly two-thirds. There is no doubt, in my opinion, that the solution and causes of this decrease are correct, as given in the Report of Fire Marshal Durkee to the Board of Underwriters, and which I quote, viz., that the decrease is attributable in part to the firm basis to which the Fire Insurance Companies have returned, and the prompt arrest and prosecution of supposed incendiaries.

I heartily concur in the foregoing statement, but must not omit what has come under our personal observation, viz., that the prompt and fearless efficiency exhibited by the members of our Department at fires, when in an incipient state, has often prevented what would doubtless otherwise have resulted in disastrous conflagrations. The damage by water under our present system has been insignificant. Our Department has been in existence nearly three (3) years, and but one (1) "false" alarm of fire has been given, a fact which, in itself, sufficiently attests the almost perfection of our system.

The Fire Marshal and Police Force have in many instances rendered me invaluable assistance, and for which they will please receive my thanks.

#### COST OF MAINTAINING THE FIRE DEPARTMENT.

From the time that the first repairs to our Apparatus was ordered by the Fire and Water Committee of the Board of Supervisors, I became convinced that the plan adopted by those gentlemen was all wrong, and for the following reasons, viz. First, that your Honorable Body, or any member thereof, have no voice or authority in contracting, or even in the "auditing" of the bills; your repeated protests against exorbitant charges have availed nothing, unless it has reached the public and caused them to understand the relation between your Honorable Body and the Board of Supervisors, the last named Body exclusively controlling the disbursement of the Fire Department Appropriations.

The same rate of charges are made, and I believe will continue to be made, regardless of decrease in the current rates for labor and material. And in evidence of this truth, I refer you to the condition of the special appropriation for this purpose. And at the close of each fiscal year you will find that not one dime of said Fund remains unappropriated; and I venture the assertion, that under the present system there never will be any surplus. Many bills have been paid without the knowledge or approval of the Chief Engineer, or any authorized person connected with the Department, and consequently I cannot give you the amount expended, but must refer you to the Report of the Auditor (as I



was obliged to do last year for the same reason). I am aware, gentlemen, that you are powerless to remedy this condition of things.

Then, what is the remedy? I answer, Build a "repair shop" in connection with the Corporation Yard; let the City employ proper and skilled mechanics to perform the work; let out to the lowest bidder the contract to furnish *needed* supplies; and let some person, in each Company, the driver, if you please, act as inspectors, and receipt for all supplies received at the respective houses, whether by weight or measure, or condition; by the adoption of some such means the discrepancies heretofore discovered between the weights as *charged*, and the weight *received*, may be discovered before the bills are *paid*, or may entirely cease when the proper *check* is applied.

I speak understandingly when I say that with the adoption of the above suggestions, as to repairs and supplies, our Department can be conducted on as economical a basis, and at as low a figure as any of its size and strength in the United States, and in efficiency second to none.

#### CONCLUSION.

The prompt action of your Honorable Body in the enforcement of the rules of the Department, and the dismissal of members who *knowingly* violated the rules by taking active part in politics, as candidates for, or members of conventions, has had a good effect not only among the members of our Department, but among good citizens generally; and you have given them the assurance that so long as you have the conduct of the San Francisco Fire Department, it can *never* be controlled or be dependent on any political organization, but, as heretofore, quietly and efficiently perform its whole duty to the entire community.

I have in the foregoing Report endeavored to present to your attention an impartial and truthful statement; and with an earnest desire on my part to guard and promote the public interest, and to discharge faithfully all the duties incumbent upon me as an officer, trusting that my efforts, as heretofore, will meet with your co-operation and approval. I conclude this Report



with a high sense of appreciation for the continued honor conferred upon me, and with sentiments of the highest regard for your Honorable Body.

I am, gentlemen, very respectfully,

Your obedient servant,

F. E. R. WHITNEY, Chief Engineer.

### ENGINE COMPANY No. 1.

HOUSE ON THE SOUTH SIDE OF PACIFIC STREET, BETWEEN MONTGOMERY  
AND SANSOME.

### R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
W. O. T. Smith...	Foreman . . . .	Deputy Sheriff..	29	1	520 Howard street,
John Reilly .....	Engineman . . .	Engineer.....	28	2	Engine House.
Robert Crane.....	Driver . . . . .	Driver.....	28	3	Engine House.
John Day.....	Fireman . . . . .	Fireman .....	27	4	Engine House.
Theodore Brown...	Extraman.....	Clerk.....	27	5	Engine House.
W. H. Godfrey....	Extraman.....	Porter.....	24	6	Engine House.
O. F. Baker.....	Extraman.....	Stevedore.....	29	7	Engine House.
Jos. D. Butler....	Extraman.....	Armorer.....	42	8	316 Bush street.
William Brewer...	Extraman.....	Special Police...	26	9	520 Howard street.
Wm. J. Smith.....	Extraman.....	Carpenter .....	33	10	118 Fifth street.
Joseph Augustus..	Extraman.....	Painter.....	33	11	Engine House.
William Hollahan.	Extraman.....	Painter.....	24	12	Engine House.

The Engineman, Fireman and Driver are permanently employed. These, together with the Foreman and eight Hosemen, who do duty only when alarmed, constitute the entire Company.

This Engine was built by the Amoskeag Manufacturing Company, at Manchester, New Hampshire, and is a first-class double Engine. It has two vertical reciprocating steam cylinders,  $7\frac{1}{2}$  inches diameter, and two double-acting vertical pumps,  $4\frac{1}{2}$  inches in diameter and 12-inch stroke, and will discharge about 600 gallons per minute.

A Tender, to carry fuel, and a Water Tank, for the supply of the Boiler, make a part of the machine. The Tender will carry

fuel enough for two hours' consumption, and the Water Tank will contain 60 gallons.

This Company was organized December 3d, 1866, from which time they have had charge of this Engine.

The weight of this Engine, with three men, is about 8,500 pounds.

The House of this Company is new and in good condition. This Company have in charge one thousand (1,000) feet of Hose. The Hose Reel is two-wheeled, of the Amoskeag build. The returns show that the Engine rolled to two hundred and ten (210) alarms, and worked at thirty-seven (37) fires fifty-eight hours and three-quarters (58.45) during the year.

#### INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 first-class Amoskeag Engine, good order.	3 Leading Hose Spanners.
1 Hose Reel, Amoskeag, good order.	2 Cranks for Hose Reel.
1,000 feet Leather Hose.	2 Blunderbusses, 3 Hose Ropes.
4 Lanterns, 2 Oil Cans.	1 Short Hydrant Suction.
1 Squirt Can. 1 Monkey Wrench.	3 Horses, in good condition.
1 Hammer, 1 Engine Poker.	1 set Double Harness, good.
1 Stuffing Box Wrench, 2 Shovels.	1 set Single Harness, good.
4 Hydrant Spanners, 1 Crowbar.	1 Horse Sheet, 1 Whip.
1 Hatchet, 1 reducing Coupling.	1 Curry Comb, 1 Brush. 2 Halters.
2 Jack Screws, 2 Brooms.	1 Mane Comb, 1 Card Comb.
1 Hose Washer, 1 Coal Hod, bad order.	3 Halter Straps, 1 Stable Broom.
2 Spittoons, 6 Chairs, 1 Table.	3 Surcingles, 1 Pitchfork.
25 feet Suction Hose Rope.	2 Pails, 1 Ladder. 3 Horse Blankets.
110 feet small Hand Hose, good order.	1 Fall-Tackle, 45 feet Rope.
1 small Hand-hose Pipe.	2 Blocks.

## ENGINE COMPANY No. 2

HOUSE ON THE NORTH SIDE OF BUSH STREET, BETWEEN KEARNY AND  
DUPONT.

## R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
Jer. J. Kelley.....	Foreman .....	Clerk.....	30	13	512 Bush street.
Ira H. Chapman...	Engineman ...	Engineer .....	37	14	Engine House.
Thomas Bowron...	Driver.....	.....	41	15	Engine House.
J. P. Wyckoff.....	Fireman .....	.....	37	16	Engine House.
Wm. Keller.....	Extraman.....	Butcher.....	24	17	Engine House.
Thomas Sands....	Extraman.....	Stevedore.....	25	18	Second st. and How.
Wm. B. Fleming....	Extraman.....	Whitener .....	24	19	56 Natoma street.
Edward Hussey....	Extraman.....	Painter .....	22	20	Engine House.
John O'Brien.....	Extraman .....	Baker .....	30	21	Kearny and Sac.sts.
James Giles.....	Extraman.....	Porter .....	22	22	Engine House.
John Watkins.....	Extraman.....	Moulder .....	37	23	630½ Post street.
William Morgan...	Extraman.....	Sailmaker.....	26	24	Engine House.

The Engineman, Fireman and Driver are permanently employed. These, together with the Foreman and eight Hosemen, who do duty only when alarmed, constitute the entire Company. This Company was organized on the 3d day of December, 1866, and did duty with an Engine used in the Volunteer Department until they took charge of their present apparatus, which is a second-class Amoskeag double Engine, and has two steam cylinders, 6½ inches in diameter, and two double-acting vertical pumps, 4 inches in diameter and 10-inch stroke, and will discharge about 400 gallons per minute. The weight of this Engine, including three men, is about 6,400 pounds. This Company have in charge a two (2) wheeled Hose-Cart, built in this city.

The returns of this Company show that during the year they rolled to two hundred and twelve (212) alarms, worked at sixty (60) fires seventy-three (73) hours and twenty-five (25) minutes.

The House of this Company is in good condition.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 Amoskeag Steam Fire Engine, good order.	6 Belts, 2 Blunderbusses, good.
1 two-wheeled Hose Cart.	65 feet $\frac{1}{2}$ -inch Rubber Hose and Pipe.
23 feet Suction Hose, 50 feet Gutta Percha Hose.	2 Buckets, one good, 2 Jack Screws.
6 feet Hydrant Suction.	1 Wash Bowl, 1 Stable Broom.
3 Horses, 1 Double Harness.	1 Shovel, 1 Pitchfork, 3 Spittoons.
1 Single Harness, 1 set of Engine Tools.	1 Sponge, 2 Curry Combs, one good.
4 Lanterns, good, 3 Lanterns, bad.	1 coarse Brush, 1 Feed Box.
3 Horse Blankets, 2 Whips, 1 good.	1 Hose Washer, 1 Table.
2 Hydrant Wrenches, 6 Hose Spanners.	1 Cylinder Stove, 6 Chairs, good.
	1,950 feet Leather Hose.

## ENGINE COMPANY No. 3.

HOUSE ON THE SOUTH SIDE OF SUTTER STREET, NEAR JONES.

## R O L L .

Name.	Position.	Occupation.	Ago.	No.	Residence.
P. A. O'Brien....	Foreman .....	Gas Fitter .....	40	25	Jones and Post sts.
J. P. Hawkins....	Engineman .....	.....	38	26	Engine House.
Edward O'Neill....	Driver .....	.....	26	27	Engine House.
H. A. Irving.....	Fireman .....	.....	28	28	Engine House.
Benjamin Blake...	Extraman.....	House Mover...	26	29	Engine House.
Thomas J. Shields.	Extraman.....	Lather .....	29	30	305 Third street.
James P. Ford....	Extraman.....	Asphalt'm Roofer	29	31	Engine House.
Louis Bellnow ....	Extraman.....	Asphalt'm Roofer	28	32	Engine House.
Robert McPeak....	Extraman.....	Drayman .....	23	33	Engine House.
A. S. Williams....	Extraman.....	Stevedore .....	23	34	Engine House.
George E. Luther..	Extraman.....	Drayman .....	32	35	Engine House.
P. J. Stockinger...	Extraman.....	Blacksmith .....	26	36	Engine House.

The Engineman, Fireman and Driver are permanently employed. These, together with the Foreman and eight Hosemen, who do duty only when alarmed, constitute the entire Company.

This Company was organized and took charge of their present Engine on the 3d day of December, 1866.

It is of the Amoskeag build, second-class, and has one steam cylinder,  $8\frac{1}{2}$  inches in diameter, and one double acting vertical plunger pump,  $4\frac{3}{4}$  inches in diameter, and 12-inch stroke. At

fair working speed she will discharge 400 gallons per minute. The weight of this Engine with three men is about 6,500 pounds. This Company have in charge one two-wheeled Hose Cart (Amoskeag pattern), built in this city, in good order. The monthly reports of this Company show that during the year ending June 30, 1869, they rolled to two hundred and six (206) alarms; worked at thirty-three (33) fires forty-one hours and five (41.5) minutes.

The House of this Company is in good condition.

#### INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 Amoskeag Steam Engine, good order.	1 Oil Can, good, 5 Lanterns, 1 Axe.
1 two-wheeled Hose Cart.	1 Jack Screw, 1 Shovel, 1 Stable Broom.
3 Horses. 1 Double Harness.	1 Pitchfork, 2 coarse Brushes.
1 single Harness, 23 feet Suction Hose.	2 Brooms, 1 Curry Comb.
1 extra length of Rubber Suction Hose, for Hydrant.	1 Hose Washer, 3 Iron Spittoons.
1 Set of Tools, for Engine.	6 Chairs, 1 Stove and Fixtures, worth less.
3 Hydrant Wrenches, 2 Blunderbusses.	1 Table, 1 set of Lead Bars.
4 Hose Spanners and 4 Belts.	1 set of Lead Ropes, 1 Suction Rope.
3 Horse Blankets. 2 Whips, new.	3 Hose Ropes, 3 Sponges, 1 Chamois.
60 feet $\frac{3}{4}$ -inch Hose and Pipe.	1,500 feet of Leather Hose.
1 Feed Box, 2 Buckets, 2 Oil Cans, bad.	

#### ENGINE COMPANY No. 4.

HOUSE ON WEST SIDE OF SECOND STREET, BETWEEN NATOMA AND HOWARD.

#### R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
James E. Mitchell.	Foreman . . . .	Merchant . . . . .	40	37	Engine House.
James S. Jones. . . .	Engineer . . . .	.....	34	38	107 Natoma street.
D. S. Keating. . . .	Driver . . . . .	.....	23	39	Engine House.
Edward Keating. . . .	Fireman . . . .	.....	33	40	Engine House.
Samuel McDowell.	Extraman. . . .	Upholsterer. . . .	26	41	2d and Minna sts.
Wm. T. Bellars. . . .	Extraman . . . .	Sash and Blinds. .	30	42	Engine House.
John Miller. . . . .	Extraman . . . .	Teamster . . . . .	29	43	145 Minna street.
J. E. Ticknor. . . .	Extraman . . . .	Painter . . . . .	33	44	564 $\frac{1}{2}$ Howard st.
Jacob E. Bailey. . .	Extraman . . . .	Bricklayer . . . .	37	45	3 Hubbard street.
C. V. James. . . . .	Extraman . . . .	Painter . . . . .	37	46	2d and Minna sts.
James Corbett. . . .	Extraman . . . .	Engineer . . . . .	30	47	6 Natoma street.
Richard Pasquall. .	Extraman . . . .	Engineer . . . . .	26	48	Engine House.

The Engineman, Fireman and Driver are permanently employed. These, together with the Foreman and eight Hosemen, who do duty only when alarmed, constitute the entire Company.

This Company was organized December 3, 1866, since which time they have been doing duty with their present Engine, a second class (Amoskeag build), which has one steam cylinder,  $8\frac{1}{2}$  inches in diameter, and one double-acting vertical plunger pump,  $4\frac{3}{4}$  inches in diameter, and 12-inch stroke. Her builders claim that at a fair working speed she can discharge 400 gallons of water per minute. The weight of this Engine, including three men, is about 6,500 pounds. This Company have in charge 600 feet of Hose; also one two-wheeled Hose Cart of the Amoskeag pattern, built in this city. The House of this Company is in fair condition.

The returns of this Company show the duty performed by them for the year ending June 30, 1869, to be as follows: They rolled to two hundred and twelve (212) alarms; worked at forty-four (44) fires forty-three hours and thirty (43.30) minutes.

#### INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 Amoskeag Steam Fire Engine.	12 Department Badges.
1 two-wheeled Hose Cart.	2 Blunderbusses, 3 Lanterns, 1 Axe.
600 feet on Hose Reel.	2 Wash Bowls, 3 Iron Spittoons.
600 feet at Corporation Yard.	3 Horses, 1 Double Harness.
1 Jack Screw, 3 Monkey Wrenches.	1 Single Harness, 1 Stretcher.
1 set of Tools for Engine.	3 Horse Blankets, 1 Sponge, 1 Chamois.
1 Oiler for Engine, 2 1-gallon Oil Cans.	1 Curry Comb, 2 Brushes, 1 Shovel.
1 Hose Washer, 1 Rubber Suction.	1 Pitchfork, 1 Stable Broom.
50 feet 1-inch Rubber Hose, bad.	2 Buckets, 1 Table, 6 Chairs, 1 bad.
6 Hand Ropes, 3 Hydrant Spanners.	1 Cylinder Stove, 1 Parlor Stove.
6 Hose Spanners, and Belts.	

## ENGINE COMPANY No. 5.

HOUSE ON THE WEST SIDE OF STOCKTON STREET, BETWEEN PACIFIC AND  
BROADWAY.

## R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
John E. Ross.....	Foreman .....	Local Officer....	31	49	Clay & Dupont sts.
Hugh Calvin.....	Engineman .....	.....	34	50	Engine House.
Matthew Brady....	Driver.....	.....	25	51	Engine House.
W. S. Downs.....	Fireman .....	.....	32	52	Engine House.
John Mahony.....	Extraman.....	Lamp Lighter... 30	53	Vallejo & Kear. sts.	
Thomas Macauley.	Extraman.....	Clerk.....	28	54	631 Sacramento st.
George Kennard...	Extraman.....	Porter.....	39	59	St. Mary's street.
James Grady.....	Extraman.....	Salesman.....	26	56	535 Union street.
George Miller.....	Extraman.....	Armorer.....	24	57	St. Mary's street.
James Riley.....	Extraman.....	Clerk.....	32	58	641 Washington st.
S. W. Lander.....	Extraman.....	Express .....	21	59	Engine House.
Frank E. Byrne...	Extraman.....	Clerk.....	32	60	32 Pine street.

The Engineman, Fireman and Driver are permanently employed. These, together with the Foremen and eight Hosemen, who do duty only when alarmed, constitute the entire Company.

This Company was organized on the 3d day of December, 1866, and did duty with an Engine formerly used by the Volunteer Department until the 5th of January, 1867, when they took charge of a new second-class Amoskeag Steam Engine, with which they have done duty to the present time. It has one steam cylinder,  $8\frac{1}{2}$  inches in diameter, and one double-acting vertical plunger pump,  $4\frac{3}{4}$  inches in diameter and 12-inch stroke. At a fair working speed she will discharge 400 gallons of water per minute. The weight of this Engine, including three men, is about 6,500 pounds. This Company have a two-wheeled Hose Cart, Amoskeag pattern, built in this city. The House is in fair condition.

The returns of this Company show the following duty performed by them during the year ending June 30, 1869. They have rolled to two hundred and ten (210) alarms; worked at fifty-one (51) fires forty-two hours and ten (42.10) minutes.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 Amoskeag Engine, in good order.	1 set Single Harness. 3 Horse Blankets.
1 Set of Tools for Engine.	1 Whip, 1 Feed Box, 1 Bucket.



15 feet $\frac{3}{4}$ -inch Hose.	2 Sponges, 1 Chamois, 1 Stable Broom.
1 short Rubber Suction.	1 Corn Broom, 1 Curry Comb, 1 Brush.
4 Lanterns, 2 Oil Cans.	1 Stable Fork, 1 Shovel, 1 Hatchet.
1 Jack Screw, 4 Hydrant Spanners.	50 feet $\frac{3}{4}$ -inch Hose and Pipe.
1 Suction Spanner, 1 set of Lead Bars.	1 Cylinder Stove and Stove Pipe.
1 Axe, 1 Crowbar. 1 Hose Cart.	1 Kettle, 6 Chairs, 1 Table, medium.
2 Blunderbusses, 600 feet Leather Hose.	1 Coal Hod and Shovel, worthless.
1 Hose Washer, 3 Horses, good condition.	2 Iron Spittoons, 1 Spittoon, worthless.
1 set Double Harness.	1 Wash Bowl.
	1 Hydrant Reducer, small.

### ENGINE COMPANY No. 6.

HOUSE ON THE EAST SIDE OF SIXTH STREET, BETWEEN FOLSOM AND HARRISON.

### R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
Adam Smith.....	Foreman .....	Carpenter.....	29	61	24 Natoma street.
William Simpson..	Engineman .....	.....	32	62	Engine House.
Peter Collins.....	Driver.....	.....	35	63	Engine House.
Ed. P. Sparhawk..	Fireman .....	.....	31	64	Engine House.
John Conway .....	Extraman.....	Painter .....	24	65	213 Sixth street.
James Riley .....	Extraman.....	Stevedore .....	29	67	Engine House.
Thomas Donnicliff.	Extraman.....	Bricklayer .....	33	67	3d and Bryant sts.
William Crinmens.	Extraman.....	Blacksmith.....	24	68	35 Everett street.
Thomas Sawyer...	Extraman.....	Baker .....	43	69	935 Mission street.
Stephen Sefton ...	Extraman.....	Stevedore.....	32	70	Engine House.
James Baines.....	Extraman...	Iron Worker....	25	71	45 Clementina st.
Peter O'Reilly ....	Extraman.....	Bricklayer.....	38	72	143 Shipley street.

The Engineman, Fireman and Driver are permanently employed. These, together with the Foreman and eight Hosemen, who do duty only when alarmed, constitute the entire Company.

This Company was organized on the 3d day of December, 1866, and did duty with an Engine used in the Volunteer Department until they took charge of their present apparatus, which is a second-class Amoskeag double Engine, and has two steam cylinders,  $6\frac{1}{2}$  inches in diameter, and two double-acting vertical pumps, 4 inches in diameter and 10-inch stroke, and will discharge about 400 gallons per minute. The weight of this Engine,



including three men, is about 6,400 pounds. This Company have in charge a four-wheeled Hose Cart, built in this city.

The returns of this Company show the amount of duty performed by them during the year ending June 30, 1869, viz: They have rolled to two hundred and nine (209) alarms; worked at thirteen (13) fires nineteen hours and fifty-five (19.55) minutes. The House of this Company and "Bell-Tower" is in bad condition.

#### INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 Amoskeag Engine, good order.	3 Oil Cans, 3 Oil Feeders.
1 4-wheeled Hose Carriage.	1 Feed Chest, 1 Stove and Kettle.
3 Horses, 1 set Double Harness.	4 Lanterns, 1 Axe. 2 Blunderbusses.
1 set Single Harness.	1 Curry Comb and Brush, 1 Stable Broom.
1 set of Tools for Engine.	2 Corn Brooms, 3 Horse Buckets.
700 feet Leather Hose.	8 Chairs, 3 bad, 1 Table. 1 Ladder.
50 feet small Rubber Hose and Pipe.	3 Horse Blankets, 1 Pitchfork.
1 Hose Washer, 3 Hydrant Wrenches.	1 Shovel, 1 Mane Brush, 2 Whips.
3 Hose Spanners, 1 Jack Screw.	1 Halter, 1 small Hydrant Suction, bad.
3 Iron Spittoons, 1 set Blocks and Fall.	1 Crowbar.
1 Hydrant Reducer, large.	
1 Hydrant Reducer, small.	

#### ENGINE COMPANY No. 7.

HOUSE ON THE NORTH SIDE OF SIXTEENTH STREET, BETWEEN VALENCIA  
AND GUERRERO.

#### R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
Isaac V. Denniston	Foreman .....	Real Estate.....	41	73	17th & Dolores sts.
P. H. Fleming....	Engineman....	.....	32	74	Engine House.
John H. Sutch....	Driver .....	.....	24	75	Engine House.
John Cook.....	Fireman .....	.....	37	76	Engine House.
Samuel Peterson..	Extraman.....	Carpenter .....	29	77	Guerrero street.
Patrick Fitzimons.	Extraman.....	Stone Mason....	37	78	Harriet street.
John J. Crowley...	Extraman.....	Collector .....	29	79	16th street.
Alfred Reilly....	Extraman.....	Blacksmith .....	22	80	Engine House.
James West.....	Extraman.....	Sail Maker.....	38	81	16th street.
Jer. F. Crowley....	Extraman.....	Butcher .....	28	82	Engine House.
H. P. Fogarty.....	Extraman.....	Saloon .....	42	83	16th & Dolores sts.
William Allen.....	Extraman .....	Butcher .....	21	84	Engine House.

This Company was organized on the 15th day of April, 1868, under the provisions of an Act of the Legislature, approved March 9, 1868, and took charge of the House formerly occupied by Hose Company No. 5. The Engine in charge of this Company is a new second-class double Engine of the Amoskeag build, and has two steam cylinders,  $6\frac{1}{2}$  inches in diameter, and two double-acting vertical pumps, 4 inches in diameter and 10-inch stroke. At fair working speed she will discharge about 400 gallons of water per minute. The weight of this Engine, including three men, is about 6,400 pounds.

The Engineman, Fireman and Driver are permanently employed. These, with the Foreman and eight Hosemen, who do duty only when alarmed, constitute the Entire Company. This Company have in charge a two-wheeled Hose Cart, Amoskeag pattern, built in this city.

The returns of this Company show that during the year ending June 30, 1869, they rolled to two hundred and six (206) alarms, and worked at six (6) fires nineteen hours and forty-five (19.45) minutes. The House of this Company is in bad condition.

#### INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 second-class Amoskeag Engine.	2 Blunderbusses, 1 Suction Spanner.
1 Hose Cart, 30 feet of Suction Hose.	6 Hydrant Spanners, 3 Hose Spanners.
650 feet Leather Hose.	1 Monkey Wrench, 1 Jack Screw.
65 feet Rubber Hose, $\frac{1}{4}$ -inch, and Pipe.	2 Axes, 3 Spittoons, 6 Chairs.
3 Horses, 1 set Double Harness.	4 Lanterns, 2 Oil Cans, 1 Hose Washer.
1 set Single Harness, 3 Horse Blankets.	1 Stove, 6 Belts, 1 Table, 2 Chamois.
2 Whips, 1 Leather Halter. 1 Pitchfork.	1 $\frac{1}{2}$ -gallon Oil Can, 1 Squirt Can.
2 Shovels. 2 Brooms, 1 Curry Comb.	2 S Wrenches, 1 extra Saddle
2 Brushes, 3 Buckets, 3 Sponges.	1 Block and Fall, 2 Reducers.
1 Mane Comb, 1 Feed Box.	

## ENGINE COMPANY No. 8.

HOUSE ON THE NORTH SIDE OF PACIFIC STREET, BETWEEN JONES AND  
LEAVENWORTH.

## R O L L .

Nome.	Position.	Occupation.	Afc.	No.	Residence.
H. D. Claffey.....	Foreman .....	Carpenter .....	34	85	1327 Pacific street.
W. C. Hinckley...	Engineman....	.....	34	86	Engine House.
George W. Amos..	Driver .....	.....	25	87	Engine House.
J. C. Wilbur.....	Fireman .....	.....	25	88	Engine House.
Luther Wilson ...	Extramman....	Carpenter.....	33	89	Engine House.
Charles J. Gillen..	Extramman....	Butcher .....	22	90	Engine House.
Charles Stewart...	Extramman....	Carpenter .....	25	91	1227 Pacific street.
Robert D. Turner..	Extramman....	Butcher .....	26	92	1019 Leavenw'th st.
R. A. Wrightington	Extramman....	Caulker .....	22	93	Engine House.
J. J. Harron .....	Extramman....	Ship Carpenter..	33	94	Engine House.
John Wills. ....	Extramman....	Caulker .....	22	95	Engine House.
Corneliu sLane ...	Extramman....	Special Police...	42	96	Green & Larkin sts.

This Company was organized on the authority of Order No. 874 (eight hundred and seventy-four) of the Board of Supervisors, approved May 18th, 1869, and occupies the House and uses the equipments of Hose Company No. Three (3), abolished by the same Order, and commenced active service as an Engine Company on the first day of June, 1869.

The returns show that during the eleven (11) months ending May 31, 1869, this Company rolled to one hundred and ninety-four (194) alarms, and worked at thirty-six (36) fires thirty-nine hours and thirty (39.30) minutes. Engine Company No. 8 during June, 1869, rolled to fifteen (15) alarms, and worked at two (2) fires one hour and thirty-four (1.34) minutes.

The Engine in charge of this Company is a "Third-class Amoskeag," with "Harp" tank, and one "double-acting plunger pump," four and one-quarter ( $4\frac{1}{4}$ ) inches in diameter, one steam cylinder seven and one-half ( $7\frac{1}{2}$ ) inches in diameter, and ten (10) inch stroke.

Total service performed by both Companies, Hose Company No. 3 and Engine Company No. 8, during the year is: Alarms attended two hundred and nine (209), and worked at thirty-eight (38) fires forty-one (41) hours.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 third-class Amoskeag Engine, new.	1 set Single Harness, bad.
1 Hose Cart, 1 Jack Screw.	1 Table, bad, 6 Chairs, good, 1 Stove.
2 Hydrant Spanners, 4 Hose Spanners.	1 Coal Hod, 1 Coal Shovel, 3 Buckets.
1 Suction-hose Rope, 2 Ladder Ropes.	2 Wash Bowls, 1 Curry Comb.
1 Crowbar, 1 Hose-washer, 2 Blunderbusses.	1 Corn Brush, 1 Hair Brush. 2 Brooms.
2 Lanterns, 2 Oil Cans, 2 Squirt Cans.	1 Pitchfork. 1 Shovel. 2 Spittoons.
2 Engine Horses, in bad condition	1,200 feet of Hose, 1 Axe.
1 Hose-cart Horse, in good condition.	1 Feed Chest, 1 Feed Sieve.
1 set Double Harness, new.	60 feet (small) Rubber Hose and Pipe.
	1 Block and Tackle.

## HOSE COMPANY No. 1.

HOUSE ON THE NORTH SIDE OF JACKSON STREET, BETWEEN FRONT AND DAVIS.

## R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
Wm. G. Olwell....	Foreman .....	Collector.....	34	97	1612 Stockton st.
John Riley .....	Driver .....	.....	28	93	Hose House.
Richard Cox.....	Steward .....	.....	23	99	Hose House.
John Shay.....	Extraman .....	Pressman.....	23	100	Hose House.
Christopher Cox....	Extraman .....	Cork Cutter....	33	101	Hose House.
John Cosgrove....	Extraman .....	Stevedore.....	36	102	Hose House.
George Burr.....	Extraman .....	Stevedore.....	27	103	Mont. and Bdwy sts.
John Luby.....	Extraman .....	Painter .....	23	104	Jack. & Drumm sts.
Charles Black.....	Extraman .....	Stevedore.....	26	105	Hose House.

The Driver and Steward are permanently employed. These, together with the Foreman and 6 Hosemen, who do duty only when alarmed, constitute the entire Company.

This Company was organized December 3, 1866, and have in charge a two-wheeled Horse Hose Reel, of the Amoskeag pattern, built in this city.

The returns show that this Company, during the year ending June 30, 1869, have rolled to two hundred and seven (207) alarms, and worked at fifty-two (52) fires sixty-seven hours and fifty-five (67.55) minutes. The House of this Company is in very bad condition.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 Hose Cart, 2 Blunderbusses.	2 Sponges 1 Chamois, 1 Axe, 8 Fronts.
2 Lanterns, 1 Monkey Wrench.	1 Horse, 1 set of Harness.
1 Oil Feeder. 1 Hose Wash r.	1 Blanket, 1 Whip, 1 Curry Comb.
2 1-gallon Oil Cans, 6 Chairs.	2 Brooms, 1 Pitchfork, 1 Feed Box
1 Stove, and Coal Box.	1 Manure Box.
3 Spittoons, 2 Buckets, 1 Ladder Rope.	600 feet of Hose.
2 Spanners, 1 Section of Small Hose.	

## HOSE COMPANY No. 2.

HOUSE ON WEST SIDE OF MAIN STREET, BETWEEN FOLSOM AND HARRISON.

## R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
Wm. H. Spencer..	Foreman .....	Saloon Keeper.	24	106	Hose House.
Charles C. Franz..	Driver .....		33	107	Hose House.
Edward Cain.....	Steward .....		30	108	Hose House.
William Ashton...	Extraman .....	Stevedore.....	31	109	Folsom street.
Frank Coyle.....	Extraman .....	Sash Maker...	31	110	Folsom street.
Henry Rider.....	Extraman .....	Boot Maker...	28	111	Folsom & Main sts.
John X. Romer....	Extraman .....	Machinist.....	30	112	Howard and 1st sts.
William Connor...	Extraman .....	Stevedore.....	34	113	Folsom & Beale sts.
Henry Dillon.....	Extraman .....	Teamster .....	32	114	Howard & Spear sts.

The Driver and Steward are permanently employed. These, together with the Foreman and six Hoseman, who do duty only when alarmed, constitute the entire Company.

This Company was organized December 3, 1866, and have in charge a two-wheeled Hose Cart, of the Amoskeag pattern, built in this city.

The returns show that during the year they rolled to two hundred and seven (207) alarms, and worked at thirty-five (35) fires, sixty hours and fifty (60.50) minutes.

The House of this Company is in good condition.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 two-wheeled Hose Cart.	1 extra Collar, 1 Curry Comb.
650 feet of Leather Hose.	1 Mane Comb, 1 Brush, 1 Halter.
2 Blunderbusses, 2 Lanterns.	2 Buckets, 1 Pitchfork.

2 Hydrant Wrenches.	100 feet small Rubber Hose and Pipe.
1 Monkey Wrench.	1 Shovel, 6 Chairs, 6 Stools, 2 Tables.
1 Hub Wrench, 1 Hose Washer.	2 Spittoons, 2 Cots and Pillows, worth-
1 Axe, 1 Jack Screw, 2 Oil Cans.	less.
1 Horse, 1 set of Single Harness.	

## HOSE COMPANY No. 4.

HOUSE ON EAST SIDE OF STOCKTON STREET, BETWEEN GREENWICH AND LOMBARD.

R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
Bernhard Wolff....	Foreman.....	Fruit Dealer...	38	115	Green & Stock'n sts.
Rufus S. Lapham..	Driver.....		34	116	Hose House.
M. Shattuck.....	Steward.....		23	117	Hose House.
William Finley....	Extraman.....	Hydr'nt Inspec.	31	118	Filbert street.
J. H. Burke.....	Extraman.....	Musician.....	23	119	Hose House.
James Rogers.....	Extraman.....	Clerk.....	27	120	Hose House.
Michael McCall...	Extraman.....	Carpenter.....	42	121	Hose House.
William Madison..	Extraman.....	Moulder.....	39	122	Hose House.
Louis Shreiber....	Extraman.....	Upholsterer...	40	123	No. 5 Card's alley.

The Driver and Steward are permanently employed. These, together with the Foreman and 6 Hosemen, who do duty only when alarmed, constitute the entire Company.

This Company was organized December 3, 1868, in accordance with Order No. 743 of the Board of Supervisors, and have in charge a four-wheeled Horse Hose Carriage. This Carriage was built in New York.

The returns show that this Company have rolled to two hundred and six (206) alarms, and worked at thirty-four (34) fires thirty-four (34) hours, during the year ending June 30, 1869.

The House of this Company is in good condition.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 Horse, 1 set of Harness.	2 Blunderbusses, 3 Nozzles.
1 spare Bridle, bad, 1 Brush.	5 Spanners, 4 Hose Ropes.
2 Corn Brushes, 1 Curry Comb.	2 Lanterns, 1 Monkey Wrench.
1 Chamois, 1 Hay Fork, 1 Pail.	1 Jack Screw, 2 Oil Cans.

1 Sieve, 1 Shovel, 1 Gallon Measure.      50 feet small Hose and Pipe.  
 1 4-wheeled Hose Carriage.                      1 Horse Blanket and Sheet.  
 1,500 feet Leather Hose.

## HOSE COMPANY No. 5.

HOUSE ON THE SOUTH SIDE OF MARKET STREET, BETWEEN 10TH AND 11TH  
 STREETS.

## R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
Matthew F. Smith.	Foreman . . . .	Merchant . . . .	34	124	Grove street.
Richard Tennent..	Driver . . . . .	.....	24	125	Hose House.
John Rody.....	Steward . . . . .	.....	35	126	Hose House.
B. E. Van Stratton.	Extraman . . . .	Expressman . .	36	127	Hayes street.
E. D. Ensign.....	Extraman . . . .	Baker . . . . .	44	128	Grove street.
George Smith.....	Extraman . . . .	Jeweller . . . .	33	129	Hayes street.
G. R. Young.....	Extraman . . . .	Teamster . . . .	27	130	Hose House.
W. O. Lloyd.....	Extraman . . . .	Cabinet Maker.	31	131	Grove street.
Charles Nettwald..	Extraman . . . .	Upholsterer...32	32	132	Grove street.

The Driver and Steward are permanently employed. These, together with the Foreman and six Hosemen, who do duty only when alarmed, constitute the entire Company.

This Company was organized December 3, 1866, in accordance with Order No. 743 of the Board of Supervisors, and have in charge a four-wheeled Hose Carriage. This Carriage was built in Philadelphia.

The returns show that this Company, during the year ending June 30, 1869, have rolled to two hundred and six (206) alarms, and worked at twelve (12) fires nineteen hours and fifteen (19.15) minutes.

The House of this Company is in good condition.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 four-wheeled Hose Carriage.                      2 Brooms, 1 Mane Brush, 6 Chairs.  
 760 feet Leather Hose.                              1 Table, 12 Stools, 1 Hose Washer.  
 2 Blunderbusses, 2 brass Side Lamps.          1 Stable Fork.  
 5 Hydrant Spanners, 5 Hose Spanners.          60 feet small Rubber Hose and Pipe.



5 Belts, 4 Hose Ropes, 3 Spittoons.	1 Shovel, 1 Jack Screw, 1 Feed Box,
1 Horse, 1 set Single Harness.	1 Feed Measure, 2 1-gallon Oil Cans.
1 Horse Blanket and Sheet.	1 Oil Feeder, 1 $\frac{1}{2}$ -gallon Oil Can.
1 Curry Comb and Brush, 1 Bucket.	1 set Blocks and Fall.

## HOOK AND LADDER COMPANY No. 1.

## R O L L .

Name.	Position.	Occupation,	Age.	No.	Residence.
Frederick Roskamp	Foreman . . . .	Grocer . . . . .	36	133	Bagley place.
James Watson. . . .	Driver . . . . .		43	134	Truck House.
Henry Roskamp. . .	Tillerman . . . .		26	135	Truck House.
John T. Dilke. . . .	Extraman . . . .	Butcher . . . . .	29	136	Truck House.
Henry St. Clair. . .	Extraman . . . .	Musician . . . . .	25	137	Truck House.
Louis Marks. . . . .	Extraman . . . .	Gas Fitter . . . .	33	138	266 Jessie street.
John McGee. . . . .	Extraman . . . .	Blacksmith . . . .	33	139	Truck House.
Alexander Hertz. . .	Extraman . . . .	Butcher . . . . .	29	140	7th and Minna sts
James K. Coady. . .	Extraman . . . .	Trunk Maker. . . .	30	141	3d and Jessie sts.
James Sinclair. . . .	Extraman . . . .	Porter . . . . .	35	142	Truck House.
Parker Pinkham. . .	Extraman . . . .	Carpenter. . . . .	24	143	Truck House.
J. M. Davis. . . . .	Extraman . . . .	Porter . . . . .	27	144	Truck House.
F. E. Warner. . . . .	Extraman . . . .	Tele. Operator. . .	24	145	Truck House.
A. Russland. . . . .	Extraman . . . .	Laborer. . . . .	28	146	Truck House.
William Anderson. .	Extraman . . . .	Laborer. . . . .	26	147	Truck House.

The Driver and Tillerman are permanently employed. These, together with the Foreman and 12 Extramen, who do duty only when alarmed, constitute the entire Company.

This Company was organized and took charge of their present apparatus December 3, 1866. The Truck was built by J. L. Berry of this city, and has the usual complement of Hooks, Ladders, etc.

The returns show that this Company have attended two hundred and seven (207) alarms, and worked at ninety-five (95) fires one hundred and fifteen hours and thirty (115.30) minutes.

The House of this Company is in good condition.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 Hook and Ladder Truck, 8 Ladders.	1 Coal Hod. 50 feet small Rubber Hose
7 Axes, 5 Pitchforks, 3 Tormentors.	and Pipe.
6 Hooks, 1 Rake, 2 Lanterns.	1 Stove and Boiler, 3 Spittoons.



2 Ropes, 100 feet each.	2 Oil Cans, 1 Jack Screw.
1 Battering Ram. 2 Horses.	1 Squirt Can, 1 Table, 10 Chairs
1 set Double Harness, 1 Curry Comb.	4 Horse Blankets, 2 bad.
1 Brush, 2 Buckets, 1 Shovel.	2 Corn Brushes, 1 Feed Box.
2 Brooms, 1 Stable Fork.	1 Measure, 1 Sieve, 9 Straps.
1 Stable Broom and Bucket.	1 Paint Pot and Brush.

## HOOK AND LADDER COMPANY No. 2.

## R O L L .

Name.	Position.	Occupation.	Age.	No.	Residence.
Alex. Bourgeois...	Foreman.....	Carriage Maker	41	148	639 Broadway.
Joseph Turcott...	Driver.....		33	149	Truck House.
Antoinet Lefollet..	Tillerman.....		29	150	Truck House.
Toussant Lelevier.	Extraman.....	Rest Keeper.	42	151	614 Broadway.
Jean J. Massan....	Extraman.....	Bar Keeper...	39	152	650 Pacific street.
Joseph Maury.....	Extraman.....	Laundry.....	32	153	727 Pacific street.
Charles Fioratti...	Extraman.....	Upholsterer...	26	154	1023 Kearny street.
James Gillet.....	Extraman.....	Basket Maker.	48	155	1300 Kearny street.
Pierre Quintal....	Extraman.....	Painter.....	21	156	623 Broadway.
Pierre Louadic....	Extraman.....	Coal Dealer..	41	157	510 Broadway.
Edward J. Murphy.	Extraman.....	Painter.....	33	158	710 Washington st.
August Barotean..	Extraman.....	Laborer.....	36	159	510 Broadway.
Jean M. Chevalier.	Extraman.....	Laborer.....	40	160	614 Broadway.
Jean M. Degle....	Extraman.....	Plater.....	28	161	623 Broadway.
Pierre Querlio....	Extraman.....	Laborer.....	27	162	19 Dupont alley.

The Driver and Tillerman are permanently employed. These, together with the Foreman and twelve Extramen, who do duty only when alarmed, constitute the entire Company.

This Company was organized and took charge of their present apparatus on the 3d of December, 1866.

The Truck of this Company was built by J. L. Berry, of this city, and has the usual number of Hooks, Ladders, Axes, Ropes, and a Battering Ram, all of which are in good order.

The returns of this Company show that during the year ending June 30, 1869, they have rolled to two hundred and three (203) alarms, and worked at seventy (70) fires one hundred and nine hours and forty-five (109.45) minutes.

The House of this Company is in good condition.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THIS COMPANY.

1 Hook and Ladder Truck.	2 Wash Bowls, 2 Buckets, 2 Horses.
8 Ladders, 5 Hooks, 2 Hay Racks.	2 Horse Blankets, good.
2 Chimney Hooks with Chains and Ropes.	2 Horse Blankets, bad, 1 Whip.
5 Axes with Picks, 1 Common Axe.	1 set Double Harness, 1 pair Reins, old.
5 Props, 4 Pitchforks, 1 Crowbar.	1 Stable Fork, 1 Shovel.
2 Lanterns, 1 Stove, 1 Coal Hod and Shovel.	2 Corn Brooms.
2 coils of Rope, each 110 feet.	1 Curry Comb and Brush.
1 Table, 6 Chairs, 3 Spittoons	1 Feed Box.
2 Cots, old, 2 Mattresses and Pillows, worthless.	50 feet small Rubber Hose and Pipe
	1 Mane Comb, 1 Monkey Wrench.
	1 Jack Screw, 3 Oil Cans
	1 Measure, 1 Sieve.

## CORPORATION YARD.

LOCATED ON SACRAMENTO STREET, BETWEEN DRUMM AND EAST.

House one story Brick, in good order, with stable in yard for four (4) horses.

## INVENTORY OF PROPERTY IN THE CUSTODY OF THE CORPORATION YARD KEEPER.

6 Hand Engines, 6 Hand Hose Reels.	9 Pitchforks, 1 lot Life Lines.
1 Hand Engine at Almshouse.	9 Monkey Wrenches, 3 Axes, old
1 Amoskeag Steam Engine, No. 2, extra.	1 Testing Pump, 1 Surge Block.
2 Steamers, old, Nos. 6 and 12.	1 Balance Scale, 23 new Lanterns
2 Lathes and Tools, 3 Vices, 2 Anvils.	12 old Lanterns, 1 lot Sundries, viz:
1 set Hose Tools, 3 Benches.	Coal Oil, Lard Oil, Corn Brooms,
7 Stocks and Dies.	Curry Combs, Brushes, Salt, Flax
2 cases Boiler Tubes.	Seed, Sponges, Table Brooms, Cha-
1 lot of Boiler Tubes, 14 extra Wheels.	mois Skins, Soap, Spanners, Rags,
1 Forge, 2 Stoves.	Spittoons, Emery Cloth, Polish, 1
1 set Double Harness, old.	lot of Leather, 1 lot of Hydrants,
5 Horse Collars, 3 Saddles, old.	old and condemned
1 lot of separate pieces of Harness, old.	

## H O S E .

No. of feet in good condition.....	8,000
No. of feet in inferior condition.....	6,800
No. of feet condemned.....	2,300
	<hr/>
Total of all grades.....	17,100
	<hr/>

N. B.—The above comprises the entire amount of Hose belonging to the Fire Department, exclusive of that located at Outside Stations.

## RECAPITULATION.

Good Hose in service, feet.....	8,000
Inferior Hose in service, feet.....	6,800
	<hr/>
Total amount of Hose in service, feet.....	14,800
At Outside Stations—Inferior, feet.....	2,950
Condemned Hose, feet.....	2,300
	<hr/>
	5,250
	<hr/>
Total belonging to Department, feet.....	20,050
	<hr/>

The number of Hydrants set since the date of the last Report, June 30, 1868, is eighty (80), as follows:

Southeast corner of Broadway and Leavenworth.  
 Northeast corner of Broadway and Larkin.  
 Northeast corner of Bush and Filmore.  
 Northeast corner of Bush and Steiner.  
 Southeast corner of Bryant and Eighth.  
 South side of Brannan, between Third and Fourth  
 Southwest corner of Clay and Dupont.  
 Southwest corner of Clay and Taylor.  
 Northeast corner of Clay and Polk.  
 Northeast corner of Clay and Van Ness Avenue.  
 Northeast corner of Clay and Franklin.  
 Northeast corner of Chestnut and Taylor.  
 Northeast corner of Ellis and Franklin.

Northeast corner of Ellis and Buchanan.  
Southwest corner of Eddy and Taylor.  
Eighth street, between Folsom and Harrison.  
Southeast corner of Eighth and Harrison.  
Eighth street, between Clementina and Tehama.  
Northeast corner of eighth and Howard.  
Northeast corner of Fell and Gough.  
Northeast corner of Fell and Franklin.  
Northeast corner of Fell and Octavia.  
Northeast corner of Fell and Laguna.  
Northwest corner of Fell and Van Ness Avenue  
Southeast corner of Franklin and Gough.  
Northeast corner of Fulton and Octavia.  
Northeast corner of Fulton and Laguna.  
Southeast corner of Fulton and Franklin.  
Southeast corner of Fulton and Webster.  
Northeast corner of Fulton and Gough.  
Northwest corner of Grove and Van Ness Avenue.  
Northeast corner of Grove and Filmore.  
Northeast corner of Grove and Steiner.  
Northeast corner of Green and Larkin.  
Northeast corner of Geary and Leavenworth.  
Northeast corner of Geary and Larkin.  
Northeast corner of Geary and Polk.  
Northeast corner of Geary and Franklin.  
Northeast corner of Geary and Van Ness Avenue.  
Northeast corner of Geary and Gough.  
Southeast corner of Harrison and Eighth.  
Northwest corner of Howard and Stewart.  
Northeast corner of Howard and Spear.  
Northeast corner of Howard and Main.  
Southeast corner of Howard and Harriet.  
Southeast corner of Howard and Moss.  
Northeast corner of Howard and Seventeenth.  
Northeast corner of Jackson and Polk.  
Northeast corner of Market and Davis.  
Northwest corner of Market and Jones.  
Southeast corner of Montgomery and Market.

Southeast corner of Montgomery and Jessie.  
 Southeast corner of Montgomery and Mission.  
 Northeast corner of Minna and Eighth.  
 Northeast corner of McAllister and Gough.  
 Northwest corner of McAllister and Laguna.  
 Northeast corner of McAllister and Larkin.  
 Northeast corner of McAllister and Polk.  
 Northeast corner of McAllister and Van Ness Avenue.  
 Southeast corner of McAllister and Webster.  
 Northwest corner of McAllister and Grove.  
 Northeast corner of Natoma and Ninth.  
 Southwest corner of O'Farrell and Powell.  
 Northwest corner of O'Farrell and Taylor.  
 Northeast corner of Pacific and Kearny.  
 Northeast corner of Pacific and Salmon.  
 Northeast corner of Page and Octavia.  
 Northeast corner of Page and Gough.  
 Northwest corner of Post and Stockton.  
 Potrero, at Glass Works.  
 Northeast corner of Sacramento and Franklin.  
 Southwest corner of Sutter and Powell.  
 Southeast corner of Sutter and Leavenworth.  
 West side of Stockton, at House of Engine No. 5.  
 Northwest corner of Tehama and Eighth.  
 Northwest corner of Tehama and Ninth.  
 Southwest corner of Taylor and Broadway.  
 Northeast corner of Tyler and Jones.  
 Northeast corner of Vallejo and Larkin.  
 Southeast corner of Verona and Third.

## RECAPITULATION.

Total number set June 30, 1868.....	553
Total number set to June 30, 1869.....	79
Total number changed during the year .....	1
Total number set at this date.....	633

N.B.—Two hundred (200) Hydrants have been ordered, and before this Report is laid before the public, will probably be set in desirable and serviceable localities.

## CISTERNS.

Since the date of last Report the following Cisterns have been built :

Locality.	Capacity.	Remarks.
Folsom and Nineteenth streets.....	100,000 gallons.	Good.
Union and Leavenworth streets.....	100,000 gallons.	Good.
Mason and California streets.....	100,000 gallons.	Good.
Total.....	300,000 gallons.	

## RECAPITULATION.

Total number of Cisterns, June 30, 1868.....	57
Total number built during year, June 30, 1869.....	3
Total.....	60
Taken out of Harrison and Second streets, on account of grading hill.....	1
Total number of Cisterns.....	59
Total number of gallons.....	2,308,697

FIRE APPARATUS AT STATIONARY POINTS FOR THE MORE IMMEDIATE PROTECTION OF THE NEIGHBORHOOD, AND WITHOUT ORGANIZED COMPANIES.

One Hand Hose Reel, with 700 feet of Hose, at the Central Railroad stables, on Brannan street, between Eighth and Ninth.

One Hand Hose Reel, with 450 feet of Hose, at San Francisco and Pacific Sugar Refinery, on the corner of Eighth and Brannan streets.

One Hand Hose Reel, with 300 feet of Hose, in charge of P. Finnegan, on Ellis street, between Powell and Mason.

One hundred (100) feet of Hose at the South Park Livery Stables.

One Hand Engine, and Hose Reel with 400 feet of Hose, on the Potrero.

One Hand Hose Reel with 500 feet of Hose, at the Mission Woolen Mills.

Accompanying the above is the necessary supply of Blunderbusses, Spanners, and Hydrant Wrenches.

There are also Battering Rams placed at the following points: Corner of Richmond and Battery streets; corner of Richmond and Front streets; corner of Merchant and Front streets.

RECAPITULATION OF HOSE BELONGING TO AND IN THE SERVICE OF THE  
DEPARTMENT.

In service of Companies, feet.....	12,300
In Outside Districts, feet.....	2,950
In Corporation Yard, feet.....	4,800
	<hr/>
Total of all grades, feet.....	20,050
	<hr/> <hr/>

CONDITION OF STEAM FIRE ENGINES.

Number One requires a new set of Tubes in Boiler; all of the other Engines are in good working order and condition.

HORSES.

Number of Horses purchased from the inauguration of the Department until the present time, is 48.

Number sold.....	6
Number exchanged (Almshouse).....	2
Number died.....	5
Number extra Horses.....	2
Number in active service.....	33
	<hr/>
Total.....	48
	<hr/> <hr/>

## REPORT OF THE CHIEF ENGINEER.

TABULAR VIEW OF THE DUTY PERFORMED BY THE SEVERAL COMPANIES,  
FROM JUNE 30, 1868, TO JUNE 30, 1869,

No. of Company.	Alarms attended.	No. of times in service.	No. of Hours at work.	
			H.	M.
Engine Company No. 1 .....	210	37	58	45
Engine Company No. 2 .....	212	60	73	25
Engine Company No. 3 .....	206	33	41	05
Engine Company No. 4 .....	212	44	43	30
Engine Company No. 5 .....	210	51	42	10
Engine Company No. 6 .....	209	13	19	55
Engine Company No. 7 .....	206	6	19	45
Engine Company No. 8* .....	15	2	1	30
Hose Company No. 1 .....	207	52	67	55
Hose Company No. 2 .....	207	35	60	50
Hose Company No. 3* .....	194	36	39	30
Hose Company No. 4 .....	206	34	34	00
Hose Company No. 5 .....	206	12	19	15
Hook and Ladder Company No. 1...	207	95	115	30
Hook and Ladder Company No. 2...	203	70	109	45

\* Hose Company No. 3, eleven months' service.

\* Engine Company No. 8, one month's service.

PAY-ROLL OF THE FIRE DEPARTMENT AS AMENDED BY AN ACT OF THE LEGIS-  
LATURE, APPROVED MARCH 9, 1868.

1 Chief Engineer, per annum .....	\$3,000 00
2 Assistant Engineers, each \$1,680 .....	3,360 00
1 Clerk, per annum, .....	1,560 00
1 Corporation Yard Keeper .....	900 00
8 Enginemen,* each \$1,680 per annum .....	13,440 00
14 Drivers, each \$900 per annum .....	12,600 00
8 Firemen,* each \$900 per annum .....	7,200 00
2 Tillermen, each \$900 per annum .....	1,800 00
4 Stewards, each \$780 per annum .....	3,120 00
14 Foremen, each \$540 per annum .....	7,560 00
112 Extramen, each \$420 per annum .....	47,040 00
14 Clerks (extra), each \$60 per annum .....	840 00
Total amount of Salaries .....	<u>\$102,420 00</u>

\* NOTE.—Hose Company No. 3 abolished, and Engine Company No. 8 put into active service June 1, 1869, thus creating the advance in the amount of salaries as compared with the year 1868.



FIRES AND FIRE ALARMS FROM JULY 1, 1868, TO JUNE 30, 1869, INCLUSIVE.

Hall Bell Alarms.....	208
Still Alarms.....	57
<hr/>	
Total number of Alarms .....	265
<hr/>	

## CAUSES OF FIRES AND ALARMS.

Incendiary attempts.....	15
Ashes.....	11
Ashes from pipe.....	1
Bonfires.....	3
Boiling fat.....	2
Carelessness.....	2
“ with fire.....	25
“ “ stove.....	3
“ “ lamp.....	13
“ “ matches.....	3
“ “ candle.....	16
“ “ segar.....	1
“ “ pipe.....	1
Children playing with fireworks.....	2
“ “ “ matches.....	5
“ “ “ candle.....	1
Chimneys.....	14
Defective Chimneys.....	13
“ range.....	2
“ furnace.....	6
“ stove.....	2
“ flue.....	1
“ oven.....	1
“ boiler.....	2
“ stovepipe.....	2
Explosion of gas.....	2
Friction.....	1
Gas Lights .....	6
<hr/>	

Carried forward ..... 109

Incendiarism.....	36
Malicious mischief.....	1
Rekindling.....	2
Supposed carelessness with fire.....	8
"        "        "    lamp.....	3
"        "        "    candle.....	2
Spontaneous combustion.....	2
Sparks from stove.....	1
"        "    chimney.....	6
Unknown.....	48
<b>Total.....</b>	<b>265</b>

## LOSSES.

Month.	Total Loss.	Insurance.	Amount of Insurance paid.
1868			
July.....	\$17,420 26	\$53,300 00	\$14,875 26
August.....	20,569 50	51,450 00	15,719 50
September.....	24,229 75	74,000 00	23,304 75
October.....	133,564 46	425,600 00	99,566 10
November.....	19,920 00	38,790 00	12,670 00
December.....	82,019 57	235,790 00	65,153 57
1869			
January.....	25,252 95	54,320 00	13,673 20
February.....	25,297 92	70,850 00	19,022 92
March.....	9,839 00	53,200 00	6,796 00
April.....	18,936 25	38,575 00	10,576 25
May.....	5,440 72	59,166 00	4,795 42
June.....	8,453 00	211,600 00	1,540 00
<b>Totals.....</b>	<b>\$390,945 38</b>	<b>\$1,366,600 00</b>	<b>\$287,693 27</b>

F. E. R. WHITNEY,  
Chief Engineer.

REPORT OF SUPERINTENDENT

FIRE ALARM AND POLICE TELEGRAPH

---

OFFICE OF FIRE ALARM AND POLICE TELEGRAPH, }  
June 30th, 1869. }

*To the Honorable the Board of Supervisors  
Of the City and County of San Francisco :*

In compliance with Resolution No. 9,889 of your Honorable Board, I herewith submit my Fourth Annual Report of the condition and working of the Fire Alarm and Police Telegraph for the Fiscal Year ending June 30, 1869.

We have in operation ninety-six (96) Signal Boxes and about forty-five (45) miles of wire. Twenty-seven (27) new Signal Boxes have been erected during the fiscal year. They now extend west as far as Post street and Van Ness Avenue, and in Hayes Valley to Laguna street, and to Twenty-second street beyond the Mission, and are located as follows :

1. Stockton and Francisco streets.
2. Mason and Lombard streets.
3. Stockton and Greenwich streets.
4. Sansome and Greenwich streets.
5. Battery and Union streets.
6. Montgomery and Green streets.
7. Kearny and Union streets.

8. Powell and Union streets.
9. Dupont and Vallejo streets.
12. California and Kearny streets.
13. Front street and Broadway.
14. Stockton street and Broadway.
15. Pacific and Leavenworth streets.
16. Pacific and Mason streets.
17. Pacific and Kearny streets.
18. Sansome and Jackson streets.
19. Washington and Davis streets.
21. City Hall.
23. Clay and Taylor streets.
24. Clay and Powell streets.
25. Clay and Dupont streets.
26. Clay and Battery streets.
27. Montgomery and Commercial streets.
28. Pine and Dupont streets.
29. Stockton and California streets.
31. California near Sansome street.
32. California and Drumm streets.
34. Mission and Steuart streets.
35. Montgomery and Pine streets.
36. Kearny and Sutter streets.
37. Battery and Bush streets.
38. Market and Second streets.
39. Howard and Spear streets.
41. Engine No. 3, Sutter street, near Jones.
42. Geary and Mason streets.
43. H. & L. No. 1, O'Farrell, near Dupont.
45. O'Farrell and Jones streets.
46. Turk and Jones streets.
47. Market and Powell streets.
48. Market and Kearny streets.
49. Stockton and Sutter streets.
51. Folsom and Spear streets.
52. Mission and Fremont streets.
53. Townsend and Third streets.
54. Engine No. 4, Second, near Howard.

56. Harrison and Second streets.
57. Brannan and Second streets.
58. Folsom and First streets.
59. Brannan and First streets.
61. Howard and Third streets.
62. Mission and Fourth streets.
63. Harrison and Fourth streets.
64. Howard and Fifth streets.
65. Mission and Sixth streets.
67. Engine No. 6, Sixth street, near Folsom.
68. Brannan and Fourth streets.
69. Bryant and Third streets.
71. Mission and Eleventh streets.
72. Mission and Thirteenth streets.
73. Howard and Eighth streets.
74. Engine No. 7, Sixteenth street.
75. Market street, opposite Seventh.
76. Market and Hayes streets.
78. Folsom and Ninth streets.
79. Folsom and Twelfth streets.
81. Franklin and Hayes streets.
82. Fulton and Gough streets.
83. Octavia and Oak streets.
84. Market and Valencia streets.
85. Laguna and Hayes streets.
91. Hyde and Turk streets.
92. Franklin and Turk streets.
123. Hyde and Union streets.
124. Pioneer Woolen Mills, Black Point.
125. Filbert and Jones streets.
126. Clay and Polk streets.
127. Broadway and Polk streets.
128. Sacramento and Leavenworth streets.
132. Pine and Mason streets.
134. Bush and Hyde streets.
135. Bush and Polk streets.
136. Post and Van Ness Avenue.
137. Post and Larkin streets.

138. California and Larkin streets.
139. O'Farrell and Hyde streets.
142. Valencia and Twentieth streets.
143. Mission and Twenty-second streets.
145. Folsom and Twenty-second streets.
146. Folsom and Sixteenth streets.
147. Howard and Twentieth streets.
148. Mission and Sixteenth streets.
149. Folsom and Eighteenth streets.
152. Brannan and Eighth streets.
153. Harrison and Seventh streets.
154. Bryant and Sixth streets.
156. Berry and Fourth streets.
157. Folsom street, between Third and Fourth.

Another addition of twenty-five (25) Boxes will be required by next spring. Many of the old Boxes have been removed to new localities for the purpose of districting the numbers : for instance, all Boxes numbered from 30 to 40 are placed in a locality by themselves, while those numbered from 40 to 50 are placed in another locality, and so on; thus enabling the Firemen to start for a fire as soon as they count the first number, without having to wait for the whole number before starting.

The total number of alarms received and struck during the year was 210. The causes were as follows: Fires, 189; chimneys, 12; rekindling, 2; falling buildings, 2; bonfires, 2; second alarm, 1; asphaltum, 1; false, 1. The highest number given during any month was 34, in October; the smallest number was 10, in September and March, respectively.

#### POLICE TELEGRAPH.

The Police Telegraph is in daily use and is working very successfully. The Police wires have been entirely rebuilt during the year and have been furnished with the new magneto-dial telegraph instrument, which gives perfect satisfaction. The line has been extended to the Almshouse and Small-pox Hospital.

The latter has been of immense value to the public during the late epidemic.

## EARTHQUAKE.

The earthquake of October 21 damaged the wires to a considerable extent. The City Hall, in which the Central Office was located, was damaged to such an extent that it became untenable, and all offices but the Fire Alarm Telegraph moved out. This office, from the peculiar nature of its business and the arrangement of the wires and instruments, could not be moved without great trouble and interruption, but steps were immediately taken to procure a suitable location for an Office and Bell Tower outside the City Hall. Several plans were proposed and examined, but the most feasible appeared to be to erect an additional story on the Exempt Engine House on Brenham Place. This plan was looked upon with favor by the Board of Supervisors and the public. The Exempts were also favorable to the project, and in November last proposals were advertised for by the Clerk of the Board of Supervisors for constructing an additional story and Bell Tower over the Exempt Engine House in accordance with plans and specifications furnished by P. J. O'Connor, architect. After some delay the contract was let to Clark and Scott, for \$7,800. The work was soon after commenced and was finished ready for occupation on the twenty-second of March, at which time the office was moved from the City Hall to the new building.

## ADDITIONAL ORDINANCE.

An additional Ordinance for the better protection of the Fire Alarm and Police Telegraph has been passed and found to work well and been of great service.

## ADDITIONAL BELL.

An additional Bell, of two thousand pounds weight, with the necessary Tower and striking apparatus, is needed at or near the Mission. Many alterations and improvements have been made to the apparatus during the past year, so that everything is now in as perfect working order as could be desired, and no pains

will be spared by those having charge of the Telegraph to make it work in harmony with the Fire Department and to the satisfaction of the public.

## EXPENDITURES.

The expenditures of the Department have been as follows:

Ten police instruments.....	\$2,450 00
Twenty-six new signal boxes.....	2,080 00
Wire, poles and pipe.....	840 72
Repairs, material, etc.....	2,495 25
Regulating time.....	65 00
Stationery.....	33 50
Cartage.....	43 25
Horse keeping.....	275 00
Sundry disbursements.....	150 01
Total.....	<u>\$8,432 73</u>

All of which is respectfully submitted.

M. GREENWOOD,  
Superintendent Fire Alarm and Police Telegraph.

E

37

5

7th Dec 18 11-29-19













